

GRUMMAN plane news

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Grumman St. Augustine

Building a strong foundation for future growth

ST. AUGUSTINE, FLORIDA — Habitants of the oldest U.S. city are quick to point out that they are not only committed to preserving their beautiful city's past but to building for a prosperous future.

A new kid in the neighborhood, Grumman St. Augustine Corporation plans on playing a vital role in this city's economic growth.

Grumman Aerospace formed this wholly-owned subsidiary in 1980 as the company's dedicated aircraft overhaul and modification center. When the new subsidiary opened for business, Grumman Aerospace President George

Skurla commented that "There's a growing market for overhaul and repair, and an increasing government emphasis on operational readiness and the upgrading of existing aircraft. We foresee that this work will form a steady flow of business to add to our expanding commercial modification work. It's a venture that builds on our strengths."

Strong competition

In a short span of only three years, St. Augustine has endured the growing pains of

setting up a brand new facility and is now emerging as a strong competitor in the overhaul and repair business.

In 1982, Grumman St. Augustine had a \$5-million business base. This year, the company expanded that base to \$17-million. Its president, Joe Walter, credits the members of the Grumman St. Augustine team for this business expansion. "It was only through their initiative, dedication and productivity that we have prospered," says Walter. The fruition of their labors was

(Continued on page 6)

Another 360 join 25-year club

Al Pedrini flew up from Florida for it. June Lombardi was there for the first time, but she plans to keep coming back each year "for as long as I can." And, outside, the traffic was backed up for two miles.

The big event? Grumman's annual 25-year luncheon, held on December 6 at Colonie Hill in Hauppauge. This year, 360 Grummanites were on hand to mark their 25 years with the company. After receiving their gold watches and shaking hands with Grumman Corporation Chairman Jack Bierwirth and Grumman Aerospace President George Skurla, they had lunch with over 3,100 other members of the quarter-century club — including a large contingent of retirees.

And, addressing the crowd, Bierwirth noted that the yearly affairs will keep getting bigger — in 1988, for instance, 1,200 are expected to join the quarter-century ranks.

A winning team

In his remarks, Bierwirth pointed to some hurdles the company overcame during the past year, and noted that Grumman has been able to maintain a solid base for future products. He cited such areas as Automatic Test Equipment (ATE) and the X-29 Forward Swept Wing as examples of Grumman innovation.

"There's a substantial challenge out there, but when you look

around and see the caliber of folks here, and the ones who will join them in the future, you realize we can meet that challenge," he declared. "Grumman is not only a family — Grumman is a winning team."



Holiday tradition. Jack Bierwirth (top L) addresses the crowd at this year's 25-year luncheon; George Skurla (top R) and Clint Towl at the dais; and just a few of the over 3,500 people who attended.

Skurla seconded Bierwirth's comments.

"At Grumman, we have a cohesiveness, a oneness, that I believe is unmatched in the industry," he said. "We stick together through good times and bad. The luncheon



is symbolic of that oneness. It's a tradition started by Roy Grumman. It reinforces the Grumman family spirit that started 50 years ago in the garage in Baldwin."

Despite the rainy weather and bumper-to-bumper traffic, the Grummanites interviewed by *Plane News* reported having a great time. Ed McNally, a 33-year Grummanite who works in Plant 3's Methods-Machining Operations, says he hasn't missed an annual luncheon since his first. He enjoys seeing old friends who have retired or moved to another location.

"The lunch is fantastic," proclaimed Lombardi. "It's so well organized. I don't know how they do it. It's a great tradition. About being a Grummanite for 25 years, I almost can't believe it. It doesn't seem like it was that long. It went very quickly."

The presence of Walter Herr, his son Walter E. Herr, and his brother-in-law Marty Ferguson gave special meaning to the phrase "Grumman family." The elder Herr, who retired in 1975 after 33 years of service, and Ferguson, who retired in 1977, don't come to every 25-year luncheon. But this year's was special: Walter E. Herr was presented with his gold watch.

Pedrini, who retired in 1972 and now lives in Hallandale, Florida, says it's the Grumman spirit that brought him back to the luncheon.

"It's like a big family affair," he said. "This is what makes Grumman. You're a member of the family, whether you're an employee or a retiree. As a company, it can't be beat."

BODY WEIGHT	DRINKS (Two Hour Period)											
100	1	2	3	4	5	6	7	8	9	10	11	12
120	1	2	3	4	5	6	7	8	9	10	11	12
140	1	2	3	4	5	6	7	8	9	10	11	12
160	1	2	3	4	5	6	7	8	9	10	11	12
180	1	2	3	4	5	6	7	8	9	10	11	12
200	1	2	3	4	5	6	7	8	9	10	11	12
220	1	2	3	4	5	6	7	8	9	10	11	12
240	1	2	3	4	5	6	7	8	9	10	11	12

BAC = Blood Alcohol Content	CAUTION . . . Keep your BAC below .04%	DRIVING WHILE IMPAIRED ABOVE .05%	DRIVING WHILE INTOXICATED (DWI) .10% & up
	YOU'RE PLAYING IT SAFE.	FIRST OFFENSE: • \$250 fine • Up to 15 days in jail • 90-day loss of license	FIRST CONVICTION: • \$350 — \$500 fine • Up to one year in jail • Possible 3 year probation • Minimum 6 months loss of license

.02% =	1 glass of wine	OR	1 oz. of whiskey	OR	1 can of beer
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Drinking drivers, the party is over

'Tis the season to be jolly. Just make sure you get home safely for the holidays.

If you are driving, the safe thing to do is to stay away from alcohol completely. But if you do drink, make sure you know your limits.

With every drink, you automatically raise your blood alcohol content (BAC). You not only run a much greater risk of having an accident, but it could run you into serious trouble with New York's (and other States') tough laws against drinking drivers (see table at left).

Some sobering advice

Remember that "drinks only" parties are dangerous; make sure that food is available, too. Food slows down the rate at which your bloodstream absorbs alcohol — and

also tends to slow down your drinking.

Don't push one more drink on someone who wants to stop — and don't drink more than you want to yourself just because someone calls you a wimp. Make sure non-alcoholic beverages are served, too.

If someone has had too much to drink, convince the person to ride home with someone else, or take a cab.

Only time can make you sober again. Not coffee. Not a cold shower. Not a walk in the fresh air. Once alcohol is in your blood, only time can remove it. Your blood alcohol content is reduced at the rate of about .02 percent per hour. For example, if your BAC is .10 percent, it takes about three hours to bring it down to legally acceptable limits.

Have a safe and happy holiday!



In the field. During his recent stay aboard the U.S.S. Kennedy, Grumman Aerospace President George Skurla (R) flew in an F-14 Tomcat with Cdr. John Combs (C), skipper of the VF-11 Red Rippers. Accompanying Skurla on the trip to the field was Wes Moseman, area manager for Grumman Field Operations.

Skurla visits Kennedy off coast of Lebanon

Several weeks ago, Grumman Aerospace President George Skurla spent three days aboard the aircraft carrier U.S.S. John F. Kennedy which is operating off the coast of Lebanon. Accompanying him was Wes Moseman, Field Operations' area manager of AirLant.

While most of the aircraft on board the carriers are Grumman planes, there was a unique mix of planes on the deck of the Kennedy. John Lehman, Secretary of the Navy, determined that this cruise of the Kennedy would have all A-6 Intruders instead of the usual mix of A-6 and A-7 attack planes.

A successful trial

"It's proving to be a successful trial," said Skurla. "As you know, there is no better all-weather attack aircraft in the Navy inventory. It is tried and proven and is now on the verge of evolving again into an even more capable attack plane for the Navy."

During his stay on the carrier, Skurla updated all the Navy/Grumman squadrons about the improvement programs now under way on current production models. "The Navy had high interest in all these efforts, especially work on the F-14D and the upgraded A-6E," stated Skurla.

The Aerospace president also talked with all 21 of the Field Op-

erations reps aboard the Kennedy. He commended them for their outstanding effort in supporting the operational readiness of the carrier's air wings. He also passed along the Navy's high praise for their efforts.

A trip highlight

A highlight of Skurla's visit was his two-hour flight in the back seat of an F-14, during one of its operational sorties. Cdr. John Combs, skipper of the host squadron, the VF-11 Red Rippers, was the pilot.

After the flight, Skurla later learned that the Tomcat he flew in was No. 71 — built at Calverton in early 1974. That Tomcat had logged over 2,500 flight hours; Skurla was aboard when it made its 2,116th trap (arrested landing.)

A testimonial

Said Skurla: "That's a testimonial to the ruggedness and durability of the aircraft that the Grumman Iron Works continues to deliver to the U.S. Navy."

Next issue:

January 13, 1984

calendar

American Production & Inventory Control Society: Tues., Dec. 20, Musicaro's, Melville, 6:30 p.m. dinner, 8 p.m. speaker. Guest speaker will be Don Scheiber. Topic will be, Leadership — A Matter of Style and Environment. Guests welcome. N. Heilweil, Ext. 2250

Coin Club: (Bethpage) Wed., Jan. 11, Plant 25, Vendor Conf. Rm., 12:05 p.m. Informal lunchtime meeting. K. Hale, Ext. 1825

Grumman Family Campers: Sun., Jan. 8, Recreation Bldg., 5 p.m. Guests welcome. B. Ingersoll, Ext. 117-7475/L. Deturris, Ext. 6855

Grumman Scuba Divers Club: Wed., Jan. 4, Fox Hunt, S. Oyster Bay Rd., 7 p.m. Guests welcome. P. Craig, Ext. 8840

Grumman Ski Club: Tues., Dec. 20/Jan. 10, McKeons, Bethpage, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Theater Club: Wed., Jan. 4, Kenny's Cafe, 5:30 p.m. Guests welcome. Dave Rosenberg, Ext. 1943

Grumman Flying Club: There will not be a regular membership meeting in Dec., however an informal get-together may be scheduled. Check GACE Newsletter. R. Reisch, Ext. 4847

Grumman Disabled American Vets Club: Wed., Dec. 21, Plant 3 Cafeteria, 4 p.m. Business meeting, all Disabled American Vets welcome. O. Lewis, Ext. 4476

C.B.I. Vets Association: Tues., Dec. 20, Recreation Bldg., 5 p.m. Business meeting, guests welcome. Ray Fong, Ext. 2484/Walter Pytlowany, Ext. 3926

GRUMMAN plane news

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Season's greetings. As the end of the year approaches, we'd like to thank all the folks in Communication Services, Transportation and Shipping and Receiving who help support PLANE NEWS. Special thanks, too, to all our readers — especially the ones who call us with 'scoops' or who phone to say what they don't like about the issue. We need and appreciate your thoughts. A safe and happy holiday to everyone!

Aerospace news briefs

Glen Arm breaks record

Through October 10, the Glen Arm, Maryland, team had already shipped over 7,950 machined parts to Bethpage and other Grumman facilities. That's another production record for the Glen Arm group.

In 1982, they shipped a total of 7,566 machine parts. "It happened because a skilled and dedicated group of over 255 women and men at Plant 56 put their backs to the single task of producing quality machined aircraft parts," reported *The Glen Arm Connection* news letter last month.

Two new committees focus on offsets

Grumman Aerospace recently established two committees to focus on international industrial cooperation programs (i.e., offsets).

"Increasing the sale of Grumman Aerospace's products to inter-

national customers is a critical and growing element of our corporate strategy," said Grumman Aerospace President George Skurla. "Frequently, these initiatives require that Aerospace establish international industrial cooperation programs as part of a proposed contractual agreement."

"Such programs may be complex and pivotal in negotiating a possible contract. Once agreed to with a customer, it becomes critical that we meet our obligations or suffer possible penalties," commented Skurla.

The two committees that will focus on this important area are:

The Policy Advisory Committee will examine potential industrial cooperation programs as to impact, achievability, etc., prior to any contractual agreement. Phil Vassallo, senior vice president-Corporate Material Operations; and Rolf Larson, Grumman Corporation vice president are co-chairmen.

The Implementation Committee, chaired by Vassallo, will insure the smooth and complete fulfillment of Grumman's post-contract award commitments.

Payroll note

Have you moved lately? Employees' W-2 forms for 1983 will be mailed to their homes prior to January 31, 1984. The company must have your correct address on file. Check with your departmental administrator now to ensure that your address of record is current.

Beneficiary note

If you die, the company-paid insurance benefits will be paid to your designated beneficiary.

A special form for naming your beneficiary is available at the Grumman Insurance office in Plant 28 and at all Employee Services (ES) offices. You may change your beneficiary at any time by using the



Checking it out. During a recent visit to Pt. Mugu in California, Dr. Renzo Caporali (C), senior vice president-Technical Operations, toured the engineering laboratories. Above, he observes a test in progress on the F-14 Systems Integration Test Station with Charles Brown, director of Grumman Operations at Pt. Mugu and Rick Riccardone (R), Pt. Mugu Engineering manager.

special form for designation of a beneficiary and filing it with your Grumman Insurance. *This is a very important document that should be kept up-to-date.* Change of beneficiary is not recorded unless reported by you.

Holidays '84

To help Grummanites formulate vacation and holiday plans as early as possible, the 1984 holiday schedule for Grumman Aerospace is as follows:

Monday, January 2, New Year's Day; Monday, February 20, Washington's Birthday; Monday, May 28, Memorial Day; Wednesday, July 4; Monday, September 3, Labor Day; Thursday, November 22, Thanksgiving Day; Monday, December 24, Christmas Eve; Tuesday, December 25, Christmas; Wednesday, December 26, floating holiday; Thursday, December 27, floating holiday; Friday, December 28, floating holiday; Monday, December 31, floating holiday.

They said it

"I was petrified that if any one of a dozen guys from Boeing or Grumman would find out what we were doing, it would take them about five minutes to figure it out." Those were the words of Ben Lexcen, *Australia II* designer, as reported in the November issue of *Sail Magazine*. He was talking about the "secret keel" that helped Australia win the America's Cup.

obituaries

AUGUST J. MANCUSO of Fuse. Fwd. Subsystem & Major, Plant 1, died November 29 at the age of 56. He had been with the company since 1947 and resided at 114 Birch St., Floral Park.

FRANK S. SOBIEAJSKI of Systems Sciences, Plant 35, died November 11 at the age of 49. He had been with the company since 1960 and resided at 615 5th St., W. Babylon.

RICHARD H. WALSH of Maint-Facilities Equipment & Gen., Plant 6, died November 10 at the age of 64. He had been with the company since 1966 and resided at 18 Montclair Dr., Selden.

Unit values

The following are unit values for the Grumman Employee Investment Plan as of October 31, 1983. These unit values are compared to the preceding month's values (September 1983).

Equity Fund

2.454 down from 2.508.

Fixed Income Fund

3.482 up from 3.480

Guaranteed Income Fund

1.705 up from 1.688

Company Stock Fund

\$27.375 down from \$28.563



Inventive minds. Three Grummanites recently received plaques from Grumman Corporation Chairman Jack Bierwirth (2nd R) honoring them as the Inventors of the Year. The three are the innovators behind a United States patent issued to Grumman for a conformal radar antenna system, an antenna designed to be incorporated directly into the frame of an airplane. They are: (L to R) Fred Ganz, assistant manager of advanced avionics systems; Dom Cermignani, technical specialist in the RF equipment design section; and Richard Imgram, principal engineer for computer aided systems.

FSW static testing

X-29 is getting a 'shake-up'

Draped in plastic sheets to protect it from the occasional errant spray of hydraulic fluid and suspended in a web of hundreds of wires and cables, the X-29 looks like a Star Wars X-wing fighter being readied for action somewhere in the outer reaches of the galaxy. In reality, the airplane is hanging in a steel cage in the Product Development Operations Center's (PDOC) static test hanger in Plant 5 where it is currently undergoing intensive static stress testing.

Ground tests essential

"The purpose of the static tests, as in all ground testing, is to insure that the airplane will do what it has been designed to do once in the air," says Glenn Spacht, deputy director of the Grumman X-29 program. "Essentially, we do everything we can with the airplane on the ground first to avoid having anything unexpected and possibly dangerous happen in flight."

The X-29, with its radical forward-swept wing design, was developed and built by Grumman for the Defense Advanced Research Projects Agency (DARPA). "The new airplane is the first 'X' craft for the Department of Defense in over 10 years and the first completely new airplane to be tested in the Plant 5 static test hangar in a very long time," says Spacht.

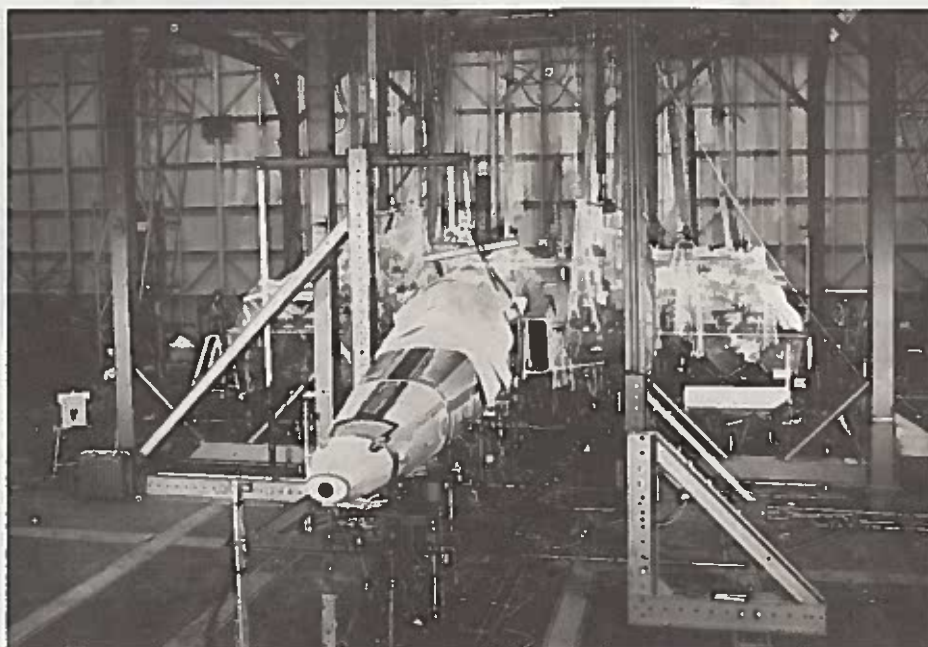
Simulating flight

"Static testing begins with what we call 'proof loading' which involves simulating maximum load stresses that the airplane will bear in varying degrees under different flight conditions," he explains.

The first of these load-stress tests were conducted on the X-29's graphite epoxy composite wings — one of several distinctive design innovations of the aircraft. The tests measure the strain and deflections under load on the inboard, middle, and tip sections of the wing. "In fact, load testing is done on virtually every inch of the airplane through the use of specially designed loading pads," says Spacht. "These rubber-and-steel sandwich style pads are glued onto the surface of the airplane and attached via a series of cables and wires to hydraulic actuators.

The actuators are driven by a computer programmed to simulate actual flight lift. The computer directs varying degrees of load to specific areas of the airplane through the pads."

Earnie Kannig, foreman for the



Protective covering. The forward swept wing X-29 is covered in plastic wrap to protect the special rubber and steel sandwich tiles attached to its skin from corrosive hydraulic fluid.

static test program, says as many as 20 mechanics have been involved at various stages in setting up the static load testing. "We were given computer-generated blueprints by the engineers showing us where to glue the load pads onto the airplane. We first laid out the job with masking tape then we glued down the tension pads according to the prescribed pattern.

"The pads are connected by wires in a gradual pyramid style that we call a 'wiffle-tree.' The leads are then wired into instrumentation boxes here on the shop floor and in-turn connected to the computers on the mezzanine level of the hangar."

The airplane itself is held in place in an erector-set like steel beamed fixture known as the 'cage' that was custom designed for it by the Plant 5 PDOC team. "They gave us just 18 days to get this whole thing set up and ready for the testing and we did it. In fact, we were actually about a full day ahead of schedule — real fine teamwork," says Kannig.

Tests get underway

Initially, computers brought load levels up to about 50 percent of designed testing parameters to check calibration data and mechanical aspects of the tests. "After the engineers checked their computer readouts and everything, we came back and went up to 100 percent test levels on Sunday, November 20th — the 18th day just as planned," notes Kannig.

While the tight schedule for setting up the X-29 for static test-

ing called for working around the clock, the actual tests are currently going on in 12-hour shifts seven days a week and will continue at that pace through the middle of January 1984. During that time, in addition to proof loading, the static tests will include the calibration of thin wires, known as strain gauges, on the inner skin of the airplane. Spacht says that these strain gauges, glued to the inside and in a few areas on the outside surface of the airplane, measure surface movement or stretch. "The actual stretching of the airplane's skin is measured by these gauges. The measurements allow us to put together what we call a 'calibration equation' which helps us to determine the loads being imposed on the aircraft by equating strain to load when the airplane is in flight."

After static testing is completed, Spacht says the X-29 will be brought back into the Plant 5 "blue room" where it was constructed, to be prepared for a ground-vibration survey. "What we do in a ground-vibration survey is simply shake the airplane to determine what are known as its 'resonant frequencies' — really an indication of how the airplane's physical structure will vibrate in flight. We will also turn on the flight control system during this test to see if the vibrations have any effect on its operation," says Spacht.

Kannig reports that the Grumman team in the Plant 5 static test hangar is excited about the new X-29 — "But then we are excited about any airplane we get to test here, because it is our job to prove

out that the airplane can do the things the engineers and designers say it can. We undertook the challenge of this program, setting up for the static testing of a brand new experimental airplane on a very tight timetable and we've been right on schedule."

The present schedule for the X-29 calls for the airplane to complete its ground testing and final assembly in Plant 5 by spring 1984 — in time for a late April move to Calverton and the first of four contracted flight tests to be carried out by Grumman test pilots in mid-summer

personals

My family and I wish to extend our sincere thanks to all my friends at Grumman for their kindness and thoughtful expressions of sympathy during the recent loss of my mother. Tom McGrath

On behalf of my family and myself I would like to thank all my friends at Grumman for their kindness and expressions of sympathy during the loss of my father. Joe Barszczewski

My family and I wish to thank all our friends at Grumman for their kindness, support and concern during my son James' tragic accident. Your prayers, sympathy and caring concern were, and continue to be a source of consolation to us at this most sorrowful time. Charles J. Dorchak

The family of Clifford R. Franklin acknowledges with grateful appreciation your kind expression of sympathy. Cliff Franklin

My family and I wish to express our heartfelt thanks and appreciation for the thoughtfulness and kindness of our Grumman friends and associates on the recent death of my mother. Your expressions of sympathy, calls, cards, gifts, and especially your prayers did much to comfort us during this time of grief and sorrow. Joseph F. Beattie

I wish to express our heartfelt thanks to all our Grumman friends and co-workers for their kindness and concern during my wife's complete recovery from major surgery. Ralph and Arlene Kaiser

To all of my friends and associates at Grumman who expressed heartfelt sympathy and concern during the recent loss of my son Bobby, I extend my thanks with deep appreciation. Barbara Bates

I wish to thank my many friends at Grumman for their prayers and thoughtfulness as well as their cards and calls during my recent illness and present recuperation. Ray Frost

My family and I wish to sincerely thank all our friends at Grumman for sending their good wishes during my recent heart surgery and recovery. Red Hafter and Family

The family of the late Louis Zangas acknowledges with grateful appreciation your kind expression of sympathy, and also for the beautiful flowers. Charles L. Zangas

Carpools

Medford (Blue Ridge Condo) to Bethpage: 7:30 a.m. to 5 p.m., Plant 25. R. Rennie, Ext. 2321 or 736-5510

St. James/Smithtown to Bethpage: 7:48 a.m. to 4:18 p.m., R. Trostel, Ext. 6890



St. Augustine

Emerging as a top competitor in

(Continued from page 1)

especially noted on September 30 of this year when their young company marked its first profitable quarter.

The work for St. Augustine has been steadily increasing. Originally, the sole job was the upgrading of old Grumman Albatrosses to the new G-111 configuration for Resorts International. The Grumman team also took on the job of overhauling and upgrading S-2 Trackers for both the Uruguayan Navy and the Peruvian Navy.

Business boom

While the G-111 and S-2 programs are drawing to a close, the work pace has quickened with the addition of two major programs to the St. Augustine line — the A-4 Malaysian program and the KA-6D tanker program for the U.S. Navy.

• A-4 Skyhawks for Malaysia. Under this \$125-million contract, Grummanites are refurbishing 40 A-4 Skyhawks for the Royal Malaysian Air Force. Six of those single-seat aircraft will be converted to two-seater trainers.

The planes are partially disassembled and completely rewired; drag chutes are added; some airframe changes made; and new avionics installed. The Skyhawks are also cleaned inside and out; all corrosion is removed.

The first updated A-4 rolls off the line in the Spring of 1984. First flight is slated for June 1984.

Today, there are over 212 Grumman people working on the A-4 Malaysian program here.

An additional 126 people are working on the trainers in Plant 5's Product Development Operations Center (PDOC). At the program's peak in mid-1984, there will be about 245 working on the Skyhawks at St. Augustine.

• KA-6D tanker program. Under this multi-million dollar contract, Grumman is converting six older A-6Es to KA-6D tankers and overhauling 49 existing KA-6D tankers of which 15 will get new wings.

Transforming an Intruder into a KA-6D tanker requires a lot of modifications.

Located in the lower aft section, the "bird-cage" which houses the A-6 flight control and communication avionics needs structural rework to accept the tanker package. This package includes the pipe and basket that extends to thirsty aircraft when they re-fuel in mid-flight.

The cockpit is modified to accept the new tanker system and updated flight instrumentation. New fuel cells are installed. The aircraft will also get all new wiring and new cable assemblies.

In addition, all tankers — both converted and overhauled — will undergo Standard Depot Level Maintenance (SDLM). The first aircraft was inducted into the St. Augustine line in October of this year; first flight is scheduled for late 1984.

At present, about 95 Grummanites work on this program at St. Augustine. That number should increase to over 265 people by August 1984.

While the A-4 and KA-6D are the major programs underway here, Grumman folks are also working on other jobs:

International workhorse

McDonnell Douglas has produced nearly 3,000 A-4 light attack and ground support aircraft since 1954. Today, the A-4 Skyhawk serves nine countries, including the U.S. Though it is small, it can carry up to 10,000 pounds of missiles, bombs, gun pods and counter-measures equipment.



A-4 action. Earlier this year, George Skurla flew a TA-4 trainer aircraft from the U.S.S. Lexington. He's wearing the starred helmet in the back seat.

stine

overhaul business

- **A-6 outer wing panel repair program.** An average of 20 wings are repaired annually at St. Augustine for the Navy's all-weather attack plane. This outer wing panel is the part of the wing that folds for aircraft carrier storage and handling.

- **A-6 storage program.** Under this Navy contract, Grumman removes the engines and then washes the aircraft with special soap and prepares the aircraft for storage.

All the steel fasteners are sprayed with a preservative; sharp edges and corners are protected with bubble wrap. The A-6 is then placed in a huge storage bag. Dehumidifiers with hoses are connected to the bags to maintain the air quality inside the plane to prevent mildew, rust and corrosion. This stops the aging process; the six remaining planes currently being stored here are candidates for the KA-6D tanker conversion program.

"St. Augustine is an exciting place to be," comments Walter and visitors from Grumman Aerospace plants agree wholeheartedly.

The once vacant 73-acre St. Augustine Industrial Park is humming with activity. The sounds of rivetting now echo throughout the assembly hangars. Once in abundance, space is rapidly becoming scarce as the A-4 and KA-6D lines progress.

This year, the training programs for new hires hit a feverish pitch. "We are still in the mobilization period," states Walter. "It's been a massive effort to get the team together. In the last year alone, we doubled, tripled our workforce." That growth will continue into 1984.

As Skurla commented in 1980, the overhaul and repair market continues to grow.

"Armed forces around the world are faced with severely limited funds and will continue to be in the future," says Walter. "They can no longer afford to buy all new aircraft for their frontline forces. Limited funds are forcing many nations to renovate and rehabilitate older aircraft to satisfy their military requirements."

More bang for the buck

An overhauled, updated aircraft can pack plenty of wallop. "With the advent of sophisticated — and lighter — avionics, you can take an older aircraft and make it far more capable," states Walter. "New engines are generally one-third less in weight but with 10 to 30 percent more thrust."

"America has built some very sturdy airplanes over the years," continues Walter. "Put new avionics and engines on these planes and you can increase the plane's capabilities tremendously."

Take the A-4 Skyhawk. "It's still a mighty super little combat machine," says Walter. "No other airplane ever packed as much offensive punch per pound of aircraft weight. Recently, the Skyhawks nearly turned the tide in the Falklands War for Argentina. Argentine pilots successfully penetrated Royal Navy Defenses and repeatedly struck British ships with their bomb loads. Unfortunately (for Argentina), the bomb fuses were improperly modified to provide a longer delay to allow low flying pilots to escape the blast. As a consequence, nearly 75 percent of the bombs failed to explode and were subsequently safely de-armed by the very fortunate British Navy."

Proving a point

The market's there and the folks at St. Augustine are determined to get a big slice of it. Their goal: to be one of the finest overhaul and repair aircraft facilities in the world. And, they are well on their way to proving it.

International exchange

Since its inception, Grumman St. Augustine Corporation has tapped the international marketplace. Three S-2 Trackers were overhauled for the Uruguayan Navy; another three for the Peruvian Navy.

By far, its biggest international customer is the Royal Malaysian Air Force. Today, there are a dozen Malaysian officers stationed at St. Augustine to serve as contract administrators for the A-4 Skyhawk program.

Next year, they will be joined by 60 fellow officers who will undergo maintenance training. In addition, four flight instructor pilots will learn the tactical uses of the Skyhawk.

It took a little bit of searching to find fresh curry and special meats for Malaysian dishes, says Lt. Col. Zacharia who heads the Royal Malaysian Air Force contingent. Now that they located these food items, the Malaysian families are enjoying their stay in America.

"Their children are superstars on the school's soccer teams," declares Marty Dandridge, Grumman's A-4 Program manager.

Lt. Col. Zacharia smiles and concedes that the children are good soccer players. But, he and other officers say that it's natural since the national game of Malaysia is sepak takraw.

"The sport originated in Malaysia around the 1400s," says Maj. Alwi. "It first began with 10 players who stood in a circle and tried to keep the rattan ball in the air by kicking it. The game progressed to the point where they used a net."

Today, each side has three players on courts that are 22x22 feet. The net is 5'2" high. The object is to score 15 points by hitting the rattan ball over the net with your head or feet. If you catch the ball with your hands, the opposition scores a point.

"School boys and men throughout southeast Asia play the game, but Malaysians are the champions," states Maj. Alwi.

Occasionally a group of Grummanites will challenge the RMAF to a friendly match of sepak takraw. The Malaysians spot the Americans 10-points a game. Victory still eludes the challengers, but they are getting better. Reports are that sooner or later, the Americans will shed their rating of "kali pertama" (loosely translated means virtual losers).



Heads up. Sepak takraw is a popular game during lunchtime.



T. Borg



C. Harrison



A. Small



G. Oftring



G. Bauer



W. Stumper



D. Perricone



E. Greiner



P. Vassallo

service milestones

45

William M. Zarkowsky, V.P.-Milledgeville Operations (66)

40

Walter Rohback, Sub-Assy. (2)

35

Robert A. Walters, Join. & Mid. Mod. Inst'l. (1)
John A. Grodeski, Prod. Plt. Pgmt. & Staff (2)
August W. Bilzi, Jigs & Fix. (2)
Charles W. Gosline, Equip. & Supply (2)
George A. Bleakley, Spotweld (3)
Gabriel B. Greci, Corp. Contracts (5)
Stephen T. Mauriello, Maint. Rearrangement (44)

Carpools

Lower Westchester/Bronx to Bethpage: 7 a.m. to 3:30 p.m. Start or join existing car pool. Joseph Fraioli, Ext. 4223 or (914) 698-0217

Van Pooling: From Blue Point, Sayville, Oakdale, Great River and Bayshore areas to Bethpage. 7 a.m. start time. D. Zinnel, Ext. 3715

30

Stephen E. Wismann, Prod. Mgmt. — Staff & Shop (77)
Edward J. Kavanaugh, St. Augustine (265)

Thomas J. Haggerty, Software Anal. (1)
Werner H. Nufer, Navig. & Cont. Equip. Des. (5)
Stanley A. Angur, Oper. Anal. (5)
Robert B. Sanders, Software Sup. Proj. Mgt. (14)
Ralph E. Olsen Jr., Power Plt. Des. (25)
William E. Carley Jr., Fld. Pwr./Pyro. (25)
Jurgen R. Wiehl, Computer Proj. Mgmt. (35)
Robert C. Weston, Sys. Sciences (35)
Norman N. Lewin, Vech. Eng. M/S (35)

25

Wallace Howitt Jr., Prod. Cntl.-Parts Cont. (1)
Louis Baldassin, Elec.-Mech. Lines (1)
Arthur L. Wilson, Vech. Lia. Eng. (1)
Carl Micillo, Mfg. Mgmt. & Staff (2)
George T. Demarest, Ind. Eng. (2)
Vincent A. Ciampa, Mfg. Mgmt. & Staff (3)
Virginia Galasieski, ILS Sec. Serv. (4)
Mario DiDominico, Sup. Equip. Prod. (5)
Arthur M. Frank, Ldg. Gr. Carrier Suit AB/ARN (5)
James Tambini, Tech. Opr. & Mgmt.-Other Plts. (5)
Anthony F. Borg, Marketing (106)
Charles E. Harrison Jr., Mat'l. Ops. (6)

Armand A. Small, Adv. Mat'l. & Process Dev. (12)
George L. Zeman, Lab. Mgmt. & Tech. (14)
Gerard O. Oftring, Trans. Equip. Maint. (20)
Guenther J. Bauer, Env. Cont. Des. (25)
William J. Stumper, Electro/Mech. Des. (25)
Dominick Perricone, Operations (25)
Edward C. Greiner, Operations (25)
Frank R. Swanson, Nuclear & Astrophysics (26)
Philip Vassallo, Sr. V.P.-Corporate Material Ops. (30)
Francis R. Sheedy, Administration (30)
Joan T. Leggio, Mat'l. Accounting (30)
Henry J. Vroom, Comp. Sys. Mgmt. & Staff (35)
Clarence E. Wenzel, Personnel Lia. (35)
Herman L. Prager, Crew Sys./Equip. Integ. (40)
Solomon Boxer, Operations (40)
Floyd T. Bauer, Prod. Rel. & Anal. (43)
Nicholas Haridopolos, Mfg. Tech. (43)
Martin D. Olstad, GSFC Eng. Oper. (284)
Edward J. Campbell, Qual. Eng. (6)
Thomas P. Ivory, Mfg. Plan. (2)

Samuel Phillips, Prod. Cntl. — Parts Cont. (1)
Robert J. Corris, PPO-F-14 (1)
Arthur J. Granata, ILS Eng. Mgmt. (1)
Harry E. Hagberg, Tech. Reqm'ts. (1)
William R. Berkley, Sys. Intg. (1)
Howard Teichmann, Bus. Mgmt. & Admin. (2)
Charles Wolchok, Prod. Cont. — Maj. Assy. (2)
Joseph E. Grech, Mfg. Sys./DOC. (2)
Robert J. Reitmann, Die Shop (2)
Edward Whitley, Details (3)
Kenneth R. Johnson, Mach. Oper. — Parts Ctl. (3)
Robert E. White, Sys. Equip. Prod. (5)
Charles B. Eich, Prod. Cntl. — Parts Cont. (5)
William C. Graham, Food Services (5)
Victor R. Ciminera, Wt. Optim. & Tech. Dev. (5)
Rodney W. Unold, Operations Anal. (5)
Reuben Hafter, Market & Adv. Tech. (5)
Edward P. Sachs, Field Ops. Mgmt. & Staff — Other Plts. (5)
Jean R. Esquerre, Opp. Dev. Staff (5)
Harold E. Case, Meth. Elect. Tech. Sys. (6)

Michael L. Bradnick, Jigs, Det. & Sub-Assy. (6)
Richard P. Pokallus, Corp. Instr. Grd. Test (7)
William F. Hickey, Mat'l. Oper. (8)
Paul T. Colon, Conf. Data Mgmt. (9)
Frank A. Byrd, Plastic/Plaster Tool. (11)
James E. Laino, Elec. Test (14)
Charles S. Fleming, Jr., Software (14)
Harold J. Hanley, Repro. Services (15)
Douglas D. Ross, ILS Pub. Proj. Mgt. (15)
Irvin Tishkevich, ILS Tech. Writing (15)
Anthony Scaturro, ILS Tech. Writing (15)
Lawrence Elmen, ILS Prod. (15)
Joseph W. Brennan, B/P Warehouse (17)
Robert T. Koepper, Cust. Supply Reqs. Mgt. (17)
Charles J. Murray, Cent. Rec'v. (24)
Robert E. Schwarz, ILS Prog. Mgt. (25)
Nicholas Stratakis, ILS Sub-Sys. Eng. (25)
Henry J. Tiska, ILS Des. Eng. Mgt. (25)
Byron R. Abseck, ILS Equip. Des. Eng. (25)
John E. Robinson, Jr., ILS Equip. Des. Eng. (25)
John T. Diglio, Adv. Prog. Eng. Mgrs. (25)
Luciano J. Moratti, Prog. Contracts (25)
Raymond A. Riel, Conf. Data Mgt. (25)
Walter G. Egan, Nuclear & Astrophysics (26)
John E. Reardon, Proc. Serv. (30)
Philip Frumkin, Mat'l. Sys. (30)
Nicholas Palamidis, Sub Cont. Serv. (30)
Frank G. Leahy, ILS Sys. Concepts (30)
Walter R. Schultz, Jr., Cont. Cost Anal. (30)
Abraham Spector, Sub Sys. Rel. (35)
Robert W. Reed, ILS Tech. Directives (40)
Gerald Laine, Sub Sys. Rel. (40)
Jack L. Abramowitz, Ant. & Radomes (40)
Robert M. Walters, P.M. EF-111 (40)
William N. Birnbaum, P.M. A-6 (40)
Peter R. McCombs, Conf. Data Mgmt. (40)
Rosario R. LaScala, Conf. Data Mgmt. (40)
Pasquale Grottola, Mfg. Reqt's. Plan. (43)
Pericles C. Tsombanis, Mfg. Tech. (43)
Donald S. Entwistle, Insp. Mech. (43)
Elsie E. Leiblein, Elect. Cable Fab. — Temp. (44)
Herbert W. Johnston Jr., ILS Site Rqmt's. (47)
Joseph Altieri, Engineering (88)
John J. Caputo, Engineering (88)
Paul Vormittag, Production (88)
Thomas A. Maloney, Production (88)
Thomas G. Acheson, Paymaster (111)
Archib E. Brooks, Field Admin. & Liaison (563)
Charles J. Reinhartsen, Houston (52)



W. Howitt



L. Baldassin



A. Wilson



C. Micillo



G. Demarest



V. Ciampa



G. Galasieski



A. Frank



J. Tambini



F. Sheedy



H. Vroom



C. Wenzel



H. Prager



S. Boxer



F. Bauer



M. Olstad



E. Campbell



T. Ivory

15

Gerard F. Schwarz, Press Dept. (3)
George T. Lindsay, Struct. Test (5)
Douglas R. Frei, Aerodynamic Des. (5)
Thomas P. Kober, Elec. Mech. Des. (14)

John C. Conlon, Plant Protection (18)
David J. Larson, Mat'l. & Struct. Mech. (26)
Eugenia T. Schoendorfer, Field Admin. & Liaison (28)
Maryellen Gold, Sub. Secretarial Prog. (28)
Raymond T. Hermida, Pricing & Prop. (30)
Vernon S. Kramer, P.M. EF-111 (40)
Paul A. Orlando, Elec. Box Pan & Draw

Fab. (43)
Rosemarie A. Schrick, Q.C. Mgt. & Staff (43)
Royston E. Warren, Proto./Detail Parts (77)
Herbert L. Wynn, E-2C Wings/F-14 Weapons (77)
Fred W. Kahl, Dassault (77)
Arthur R. Schultheiss, Elec. Sub. Assy. (77)
Noreen B. Brown, Elec. Sub. Assy. (77)

Correction

The article on industrial modernization, which appeared in the November 28 issue of *Plane News*, contained an error in the fifth paragraph. Carl Micillo should be listed as program director, Industrial Modernization Incentives Program (IMIP).

Art-Photo exhibit

'Picture perfect' entries win honors

Arthur Haupt, a jig builder in Plant 2, grabbed best-in-show honors for color prints at this year's Art & Photography Show held Friday, November 11 in Plant 28A. His entry: a "one in a million shot" of a small bird perched on a picnic umbrella in his own backyard.

"I was just relaxing outside and the bird, just learning to fly, fluttered down to the table. I whispered to my daughter to go inside and get my camera and I managed to get off just one shot before he took off again."

Art has been entering his photographs in the annual contest for the past three years with one third place ribbon to show until now. He entered six of his prints this year and almost didn't include the winning shot.

"Because I only had the one print of it I wasn't really going to enter it until my wife convinced me to get a frame and give it a try. Now I'm really glad I did. Its very exciting to win this, there are an awful lot of really great photos here."

In the art category, Bill Horton, a chemical processor in Plant 2, took best-in-show with his winter landscape of Central Park in New York City. "I usually do country landscapes, but this time I thought I would try a cityscape that I did from a slide I took last January in Central Park," comments Bill who has been entering his paintings in the Grumman contest for some 12 years.

In addition to his best-in-show cityscape, Bill also won first place honors in two other categories. His oil painting of two profiles done with dark shading and somber colors — "to impart a certain mood and age to the figures" — won in

the figure/portrait category. A lively oil painting of one of his two cats took first place in the nature category.

"Winning two first prizes and a grand prize is just tremendous," he says. "I guess I really couldn't do any better."

Tony Germano, a traffic manager for the Navy Plant Representative's Office (NAVPRO) in Plant 35, won best-in-show for color slides with his vivid, lifelike slide of a family of antelope taken on his summer vacation in Florida's Lion Country Safari Land. "I enjoy taking nature pictures and this one was one of my personal favorites. I took it with a Nikon camera and a zoom 'Soligor' lens."

Tony says he prefers slides to prints because "slides have more of an impact, especially when they are shown on a large screen. I belong to

the Suffolk Camera Club and the competition in slides is very good, which helps you improve." Indeed, Tony took four first prizes in last year's Art and Photography Show and this year had several second and third prizes in addition to his best-in-show award.

Two took Special Retiree Awards for their efforts this year. Kay O'Regan's watercolor of soft orange and blue carrots won in the watercolor category, while Emmett Goodman took the special honor for his color print of a "small pooch" drinking from a paper cup entitled "Umm, Umm Good."

The following is a listing of the winners in each category, in order of finish:

Oil, Plastics, Acrylics — Landscapes & Seascapes: Bill Horton, Frank A. Baldi, Frank Dellamura

Oil, Plastics, Acrylics — Still Life — Miscellaneous: Frank A. Baldi (retiree)

Oil, Plastics, Acrylics — Figure — Portrait: Bill Horton, Hal Screven, Thomas E. Minder

Oil, Plastics, Acrylics — Nature — Animals, Birds, etc.: Bill Horton, Dick Barton, Ruth M. Rivera

Water Color: Kay O'Regan (retiree), Brenden Berger, Henry F. Dircks

Black & White, Graphics: Dan Gambrell, Henry F. Dircks, Tim Kotarba

Sculpture: Frank Trimboli

Non-Objective, Abstract: Frank A. Baldi, Rod Schinn, Thomas E. Minaer

Black & White Prints — Pictorial: Hal Wicker, George Hoffman, Patricia Hassan

Black & White Prints — Nature: Hal Wicker, Richard Lee Ng, Mario DiMartini

Black & White Prints — Still Life & Abstracts: Mario DiMartini, Patricia Hassan, Jack Martinico

Black & White Prints — Portraiture: Hal Wicker, Gerald Kraus, Mario DiMartini

Black & White Prints — Human Interest: Hal Wicker, Jean Paillet, Mario DiMartini

Black & White Prints — Close-up/Macrophotography: Gerald Kraus, Fred Nichols

Color Prints — Pictorial: Arthur Haupt, Ross Fleisig, William Oelcher

Color Prints — Nature: Lawrence Spallanzani, Jean Paillet, Edward Hensen

Color Prints — Still Life & Abstracts: William Oelcher, Cy Dotz, John Ptacek

Color Prints — Portraiture: Fred Nichols, Charles Falco, Emmett Goodman (retiree)

Color Prints — Human Interest: Charles Falco, Fred Nichols, John Zollo

Color Prints — Close-up/Macrophotography: Frank Leotta, John Zollo, Douglas Cummings

Color Slides — Pictorial: Jim Pernikoff, George Hempel, Ross Fleisig

Color Slides — Nature: Tony Germano, Robert F. Vitale, George Hempel

Color Slides — Still Life & Abstracts: George Hempel, Edward J. Murphy, Robert W. Reilly

Color Slides — Portraiture: George Hempel, Gerald Kraus, Tony Germano

Color Slides — Human Interest: Herb Goldberg, Tony Germano, Bill Kiesel

Color Slides — Close-up/Macrophotography: George Hempel, Gerald Kraus, Tony Germano

Snapshots: Michael Maglione, Robert Alberts, Ray Muntz

Special Retiree Award: Emmett Goodman



Best-in-show. Bill Horton (L) took the grand award in the art category for his winter landscape of Central Park while Arthur Haupt (R) won first prize for photos with his shot of a small bird.

Iran to Long Island: an airlift many remember

"We walked away from our lives with a suitcase."

That's what approximately 100 Grummanites and their families did five years ago, when Grumman began evacuating its work force from the troubled nation of Iran. And though they eventually recovered most of their belongings, and readjusted to the routines of American life, memories of those turbulent last days are still vivid.

The contingent of Grummanites had been in Iran since 1976, providing technical support for the F-14s purchased by the Shah of Iran. They numbered close to 300 at the program's peak; about half had left Iran earlier in the year.

With the Shah's rule growing shakier by the day, the company gave people the option of returning to the U.S., temporarily, on a specially-chartered Trans International Airways DC-10. It would leave Isfahan, Iran, on the evening of Saturday, December 9, 1978, with 376 people on board: 40 Grumman employees, 300 dependents (among them 187 children), and people from F-14 associate contractors.

Meanwhile, on Friday, December 8, the Iranian upheaval produced a near crisis for seven Grummanites, when the company's Isfahan office building was firebombed and destroyed by demonstrators. Fortunately the seven escaped unharmed.

Dan Cooper, now a Personnel Relations representative in Plant 28, was security administrator for the F-14 program in Iran and one of the seven. The firebombing happened on an Islamic holy day.

"We planned to finish before Mosque let out, which was at one p.m., he says. "But there was a major demonstration that morning."

A handful of the demonstrators tossed bricks obtained from a construction site next door. Then came the firebomb. Cooper and another man escaped by jumping from the building's roof to that of an adjacent building, then lowering themselves to the ground. The others exited through the back



Warm welcome. GAC President George Skurla greets Sam Albanese.



Homecoming. Grumman families step off the chartered DC-10 that brought them to the Calverton airstrip one chilly night in 1978.

door and scaled a wall.

Iran martial-law police escorted the seven to the U.S. Consulate, where they remained until nightfall before leaving for the Grumman housing complex.

Packed plane

The next evening, the packed DC-10 took off from Isfahan's Khatami Air Base. It landed in Frankfurt, Germany for an overnight stay.

The 376 finally arrived at the Calverton airstrip at 6:38 p.m. Sunday, December 10. The whole affair was a big undertaking, but it went smoothly, thanks to the careful attention of the Grumman crew to the small details.

For instance, a group flew up from Bethpage to Bangor, Maine, to meet the plane when it landed for customs. They tagged passengers' baggage, expediting ground handling. Also, reps from Austin Travel got Long Islanders to local motels and non-Long Islanders home for the holidays. One-hundred cars were rented for what was planned as a temporary 30-day stay.

There were other hurdles, such as getting F.A.A. approval to land a big jetliner at Calverton. And Grumman's Medical Department had to set up a first-aid center.

Everybody had cleared out of Calverton within an hour and a half, according to John Marshall, director of Field Administration and Liaison — testimony to the efficiency of the project.

Joe Milillo, of Plant 3 Industrial Engineering, put his wife and four children on the DC-10, while he remained in Iran until December 22. He recalls his wife was rather distraught about leaving him behind. But the family didn't find the experience of being uprooted suddenly to be overly traumatic — there

was only culture shock, which they would have felt had they returned less hastily.

"It was harder to adjust back to life in the U.S. than it had been to originally adjust to life in Iran," Milillo attests.

Among the minority of employees aboard the special flight was Sam Albanese of Plant 5, who returned with his wife, four of his five children, and their pet dog. He left because of a serious skin problem. It was later diagnosed as a particularly nasty case of psoriasis; however, since he was in the Middle East, medical people there didn't want to chance that it might be something more serious, such as leprosy.

"We were treated fantastically," says Albanese of the trip back. "It was very efficiently organized."

The worst part of the move for the Albaneses came a month later, when they had to find living quarters. It was apparent by then that they weren't going back to Iran, their own house would still be rented out for another several months, and their 30-days' free accommodations at a local motor lodge were up. So, they moved in with friends.

Busy time in Bethpage

In weeks to come, the mood remained tense back at Bethpage headquarters. Marshall and F-14 Program Vice President Pete Remington came in at six each morning to communicate with the few Grummanites left in Iran — first by phone, then, when the lines were cut, by short-wave radio.

"We were up to our ears in it," Marshall says. "It was a very challenging period. Never a dull moment."

There was another big airlift of American personnel later that December, which landed at Ken-

nedy airport. The rest of the Grummanites came out little by little in the weeks that followed. The final 12, who had stayed behind to pack and ship everybody's belongings, left Iran on February 12, 1979.

The Grummanites who lived there express little anger toward the Iranian people; in fact, some grow sad remembering Iranian friends who they suspect were executed by the Khomeini regime.

"Both the conservative and more modern Iranians were very warm and friendly people," says Milillo.

Albanese says the experience brought everybody closer.

"I probably keep in closer touch with the people I befriended while I worked over there than the friends I had from before that," he comments.

Cooper was fascinated by the



Zzz. . . Mothers and children await bus transportation at Calverton.

rapid social change that occurred in Iran during the time he was there, change that, no doubt, has largely been undone.

"You'd see a woman walking down the street in a chador [the traditional veiled garment worn by Muslim women] with dungarees underneath," he muses.

Cooper left on December 21 with his wife and son, but returned on January 16, 1979 to finish some work — the same day the Shah fled the country. He recalls the atmosphere as "carnival-like . . . chaotic."

Still, "I never felt anyone was after me — as myself or as an American. If I had felt that way, I wouldn't have gone back."

Marty Clark was one of the last 12 to leave. (They came to be known as the "dirty dozen.") After he got back, he went on a well-earned vacation: he bought an unlimited-mileage airline ticket. He's now with Grumman Technical Services, Inc., at Vandenberg Air Force Base in California, and, like so many who signed up for the Iranian program, he'd go overseas again.

But, he says, "maybe next time I'd leave sooner . . . I don't know . . . you can't anticipate madness."

Lost in the shuffle

When Grumman's Running Club submitted its list of members who completed the 1983 New York City marathon, it omitted the lone runner who hailed from Manufacturing — Ted Romer. He completed the trek in 4:43 and placed 13,107 overall.

Hoopsters win early

The Grumman varsity basketball team got off to a bouncing start this season, winning its first game against Guy Dye by a close score of 91 to 90. Since the good start however, the team dropped its next two games in the tough Glen Cove Open League, losing a tight 76 — 74 decision to Townsley and then suffering a 102 — 92 loss to last year's "A" League champions Baxter & Portnoy.

Exceptional scoring performances were registered in all three games by guard Columbus Poole, a hydraulics mechanic in Plant 2, who is leading the team with a better than 25 points per game average.

In the Long Island Industrial League, the varsity squad took its first game against rival Grumman Data Systems by a score of 81 to 62. They face strong challenges against Sperry, PRD, Fairchild and AIL next.

Travel for 1984

If you are planning your next vacation, here's a sneak preview of Grumman Recreation's 1984 offerings.

This is only a preview of the vacation package. More information will appear in future issues. *No paperwork is available from Recreation until January 1984.* Prices are based on occupancy per room; single, double, triple.



Wait until next year. Though they finished below .500, the members of the Grumman St. Augustine varsity promise that 1984 will be a winning season. (1983 was the first time the young company fielded a varsity). Members of the promising team are (L to R) front row: Marty Stankowski, Rick Emert, Tom Mathis, Pete Anello, Scott Schrieve, Pete Hills, Jack Connahey, Rich Johnson; back row: Wayne Larkin, Rich Jimmerson, Bill Drinkwater, Rich Youmans, Brian MacMullen, Rich MacMullen, Joe Solano, Kevin Gregory. Missing: Mark Messer, Ken Stevenson, Nelson Roddy, and Wayne Pacetti.

Atlantic City — bus trip, Jan. 20, movie shown on bus, \$16.50/person, \$10 in quarters returned.

Killington, Vt. — Feb. 3-5, two nights, 2 breakfasts, 1 dinner, \$209-159-141, ski rental — \$15, lifts — \$15/day.

Mexico City/Acapulco — Feb. 2-9, 3 nights in Mexico City, 4 in Acapulco, tours available, \$790-552-528.

Israel — Mar. 22 to Apr. 1, two nights in Tel Aviv, 2 in Galilee, 5 in Jerusalem, 9 breakfasts, 9 dinners, six days/sightseeing, \$1,308-1,188.

Rio De Janeiro — Mar. 10-18, accommodations at Intercontinental Hotel, breakfast daily, \$1,118-799.

China — Apr. 13-29, all meals in China, visit Hong Kong, Shanghai, Xian, Hangzhou, Guilin, Guangzhou, \$3,220-2,720.

Washington, D.C. — April, bus trip, guided sightseeing included, 2 meals, \$99.50-82-78.

Portugal — May, accommodations at Atlantico Hotel in Estoril, (20 minutes from Lisbon — on beach), near casino, continental breakfast daily, dinner \$6.50 additional daily, side trips available, \$699-669-659.

Greece — June 6-20, 5 nights in Athens, 5 nights on Grand Peloponnese tour w/meals, choice of dinner/lunch in Athens, three nights on Aegean cruise w/meals, \$2,078-1,931-1,810.

Canada — July 2-5, Montreal and Quebec, 3 breakfasts and dinners, bus trip, \$345-275-252.

British Isles — July 4-15, visit London, Briston, Coventry, Chester, Edinburgh, Harrogate. 10 breakfasts/5 dinners. \$1,239-1,144-1,124.

Hawaii — Aug. 5-19, 5 nights in Waikiki, 6 in Maui, 3 in San Francisco, \$1,383-1,232-1,106.

in a special Sponsor's Night scheduled for January 4, 1984, 8:30 p.m., at the Nassau Veterans Memorial Coliseum.

The Tomcats will face a tough Gray Goose team after pregame ceremonies in which team captains will present plaques to their respective sponsors.

Dignitaries from the National Hockey League, Nassau County Executive Office, the Rangers and the Islanders hockey teams, as well as from Grumman and the other sponsors of the Long Island Industrial Hockey League are expected to participate.

Grumman's own Ron Lombardo is scheduled to sing the National Anthem. Admission is free.

Hockey action

Grummanites on the Grumman varsity hockey team will participate



No. 1 on the fairways. Winners of the Program Management League are (L to R) Walter Kaehler, Tom Kennedy, Wally Kaehler, and Fred Von Seggern. Not pictured: John Jones.



Top on the links. Winners of the Calverton Nite Owls golf league are (L to R) Bob Moran, Recreation rep Charlie Rollins, Jeff Guesman. Not pictured: Tiny Jendrezewski, Art Hartington.



Bocce champs. Without a single paizan on the team, Plant 15's 'Charlie's Angels' rolled to first place in the annual Grumman bocce tournament. Winners are (L to R): Don Whitfield, Charles Stack, Dick Dickerson, George Meadows, Bill Everett, Joan Bodensky, Bert Yanoff and George Korinck.



Southern hospitality. Judging from the smiling faces, Vice President Bill Zarkowsky and fellow Grummanites at Milledgeville Operations know how to throw a fantastic family picnic.



Tips for a tasty turkey

Good news for the cooks. For the first time in Grumman history, the holiday turkey will feature an automatic roasting gauge — also known as a pop-up indicator.

Located in the bird's breast, the gauge automatically pops up when the gobbler is completely roasted. No more undercooked or overcooked turkeys.

Here are a few tips on how to cook your Grumman gobbler.

Make sure that you allow a full 24 hours for defrosting at room temperature or three days in the refrigerator. *Don't take the bird out of the plastic bag during the defrosting period, because oxidation will cause the skin to turn brown.*

Allow about 15 minutes per pound at 325 degrees when roasting uncovered without stuffing, and 20 minutes per pound for an uncovered turkey with stuffing. If you are roasting the bird in a covered pan, reduce the cooking time by 25 to 30 percent.

Before placing the bird in the oven, remove the metal restraining clip that holds the drum stick ends together. Retie with cord prior to putting in oven. Approximately two hours after insertion into oven, cut the cord to allow the heat to penetrate the center of the turkey, and to insure the complete cooking of the part of the thigh closest to the body. This is the last part of the turkey to be cooked, and in many instances, tends to be under done.

Don't pack grandma's stuffing in tightly; stuff it loosely to allow for expansion. Don't try to save time by stuffing it the night before

— that permits dangerous growth of bacteria. Stuff the turkey right before it's popped in the oven.

It would do no harm to use a thermometer as insurance. Place it in the center of the thigh muscle but don't let it touch the bone. When it registers 185 degrees, it's done.

If you don't have a thermometer, you can check for doneness by moving the drumstick up and down; the joint should move easily or break.

Bacon, too!

On Thursday, December 22, Grummanites will be paid their earnings for the week ending December 16 and a 40-hour straight-time advance for the week ending December 23. Weekly-paid Grummanites receive two checks; biweekly-paid employees get one check.

Any Grummanite who works overtime during the week ending December 23 can pick up a check adjusting the year-end advance payment at Guard Headquarters, Plant 18, on Thursday, December 29. No adjustment checks will be directly deposited in the Credit Union. Checks will be issued by badge identification only. After December 29, no checks will be available until the following week when they will be distributed with the checks on Thursday, January 5.

Turkey tickets will be distributed with the checks on December 22 to all plants.

GRUMMAN plane news